

UNCLASSIFIED

AD NUMBER
AD505951
CLASSIFICATION CHANGES
TO: <b>unclassified</b>
FROM: <b>confidential</b>
LIMITATION CHANGES
TO: <b>Approved for public release, distribution unlimited</b>
FROM: <b>Controlling DoD Organization, HG, 223D Aviation Battalion [Combat], APO San Francisco 96238.</b>
AUTHORITY
<b>AGO D/A ltr, 29 Apr 1980; AGO D/A ltr, 29 Apr 1980</b>

THIS PAGE IS UNCLASSIFIED

# **SECURITY**

---

# **MARKING**

**The classified or limited status of this report applies to each page, unless otherwise marked.**

**Separate page printouts MUST be marked accordingly.**

---

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

NOTICE: When government or other drawings, specifications or other data are used for any purpose other than in connection with a definitely related government procurement operation, the U.S. Government thereby incurs no responsibility, nor any obligation whatsoever; and the fact that the Government may have formulated, furnished, or in any way supplied the said drawings, specifications, or other data is not to be regarded by implication or otherwise as in any manner licensing the holder or any other person or corporation, or conveying any rights or permission to manufacture, use or sell any patented invention that may in any way be related thereto.

CONFIDENTIAL



DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON D.C. 20310

20

AGDA (M) (6 Nov 69)

FOR (19) OT-UT-693167

21 November 1969

SUBJECT: ~~Operational Report~~ Lessons Learned, Headquarters, 223d Aviation  
Battalion, ~~Period Ending 31 July 1969 (U)~~

SEE DISTRIBUTION

"THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL  
DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE  
ESPIONAGE LAWS, TITLE 18, U.S.C., SECTION 793 AND 794,  
ITS TRANSMISSION OR REVELATION IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW."

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

ROBERT E. LYNCH  
Colonel, AGC  
Acting The Adjutant General

1 Incl  
as

DISTRIBUTION:

Commanding Generals

US Continental Army Command

US Army Combat Developments Command

Commandants

US Army War College

US Army Command and General Staff College

US Army Air Defense School

US Army Armor School

US Army Aviation School

US Army Combat Surveillance School

US Army Engineer School

US Army Field Artillery School

US Army Infantry School

US Army Ordnance School

US Army Quartermaster School

US Army Special Warfare School

US Army Transportation School

DEC 11 1969

Regraded unclassified when separated  
from classified inclosure.

CONFIDENTIAL

AD505951

FILE COPY

**Best  
Available  
Copy**

# CONFIDENTIAL

## DISTRIBUTION (Cont'd)

### Copies furnished:

Office, Chief of Staff, US Army

Deputy Chiefs of Staff

Chief of Research and Development

Assistant Chiefs of Staff

Chief of Engineers

Commanding Generals

US Army Materiel Command

US Army Flight Training Center

Commandant of the Marine Corps

Defense Documentation Center

Security Officer, Hudson Institute

USAF Project RAND

Commanding Officers

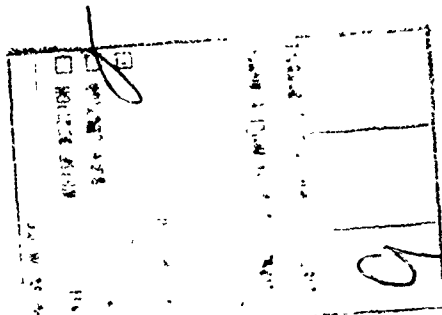
US Army Limited War Laboratory

US Army Logistics, Doctrine Systems & Readiness Agency

US Army Aviation Test Activity

US Army Mobility Equipment Research & Development Center

223d Aviation Battalion



# CONFIDENTIAL

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 223D AVIATION BATTALION (COMBAT)  
APO San Francisco 96238

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

SEE DISTRIBUTION

## 1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 May 1969 through 31 July 1969, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. The report includes the Headquarters and Headquarters Company 223d Aviation Battalion (Combat), 18th Aviation Company (Utility Airplane), 183d Aviation Company (Utility Airplane), 185th Aviation Company (Utility Airplane), 203d Aviation Company (Utility Airplane), 219th Aviation Company (Utility Airplane), and the 225th Aviation Company (Surveillance Airplane).

### b. (C) Personnel.

(1) Infusion Program: There have been no significant problem areas in the infusion program during this quarter. This headquarters has generally been able to resolve conflicts internally before they develop into problems requiring outside assistance. The present outlook indicates that the 18th Aviation Company exceeds the criteria of 15% slightly (15.2%) for the month of November 1969. Internal adjustments are planned and will be accomplished prior to any problem areas arising. The experience factor on extensions of overseas tours indicate that extensions should resolve any future problem areas without resorting to reassignment action.

### (2) Replacements:

(a) The receipt of replacement personnel has been satisfactory throughout the quarter. Enlisted personnel are arriving slightly in advance of the date they are required, with the exception of a few shortage MOS, primarily in the administrative field. A total of 39 commissioned officers, 24 warrant officers and 185 enlisted replacements were received during this quarter. At the end of this period, the battalion has 72% of its authorized commissioned officers, 95% of its authorized warrant officers and 101% of its authorized enlisted strength. Normal attrition of enlisted personnel should reduce the slight overage of enlisted strength in a relatively short period of time.

FOR DTUT

693167

Inclosure

1

CONFIDENTIAL

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

## CONFIDENTIAL

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

(b) The quality of replacement personnel has been satisfactory. Fifty-eight percent of the aviator replacements have arrived directly out of flight school with a minimum of aviation experience. Enlisted replacements are usually well trained and require a minimum of additional training. The "Project One Hundred Thousand" enlisted personnel who were received during this quarter generally required close supervision and extensive "on-the-job" training. A few individuals, school trained in helper skill MOS's, have been reclassified IAW AR 600-200 and DA Circular 611-4 because of a lack of motivation and limited capability to perform in their assigned MOS. The major area of concern is the shortage of replacements received in MOS's 70A10, 71B20 and 71B30.

(3) Reenlistment: During this reporting period, the battalion initiated a vigorous reenlistment program. A total of forty-seven visits were made to outlying companies. The results were eight reenlistments of career soldiers and four first term reenlistments.

(4) Current status of the 223d Aviation Battalion (Combat) is attached as Inclosure #1.

(5) The significant personnel changes within the command and staff during the last quarter are as follows:

(a) CPT Burnell M. Mercer, TC, 569-36-1188, assumed duties as Battalion Liaison Officer on 12 May 1969.

(b) CPT Terrance E. Wehrkamp, SC, 503-44-5478, assumed duties as Battalion S-2 and Battalion Signal Officer on 20 May 1969, vice CPT Stacy L. Hart, SC, 412-64-2125.

(c) MAJ Robert H. Stafford, IN, 558-46-7412, assumed command of the 219th Avn Co (UA) on 20 May 1969, vice MAJ Charles R. Brazeale, FA, 487-40-7697.

(d) CPT Earle Steinberg, IN, 030-32-9583, assumed duties as the Battalion Assistant S-3 on 22 May 1969, vice CPT George J. Sucher III, IN, 179-34-3899.

(e) CPT David S. Tracy, IN, 537-38-0494, assumed command of HHC, 223d Avn Bn (Cbt) on 27 May 1969, vice CPT Charles G. Vail, IN, 295-38-9261.

(f) CW2 Richard D. Sherman, AG, 019-28-3643, assumed duties as Battalion Personnel Officer on 13 June 1969, vice CW2 John V. Cavanaugh, AG, 187-24-6073.

(g) MAJ Edward L. Harris, IN, 423-24-4476, assumed command of the 183d Avn Co (UA) on 26 June 1969, vice MAJ John D. Michael, IN, 363-34-9703.

## CONFIDENTIAL

Inclosure

## CONFIDENTIAL

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (RL) (U)

(h) MAJ Daniel R. Bailey, IN, 231-30-0324, assumed command of the 203d Avn Co (UA) on 5 July 1969, vice MAJ Forrest H. Williams Jr., FA, 420-38-2217.

(i) MAJ William A. Bloomsma, IN, 577-50-0827, assumed command of the 18th Avn Co (UA) on 7 July 1969, vice MAJ James H. Thacker, IN, 227-44-8061.

(j) CPT Robert B. Terry Jr., TC, 258-66-7457, assumed duties of Battalion Maintenance Officer on 15 July 1969, vice CPT Thomas G. Smith Sr., TC, 259-54-2629.

(6) Casualties: The battalion casualties for the period were two killed and one wounded. (See Inclosure #2)

(7) Awards: A breakdown of unit awards appears in Inclosure #2.

### c. (C) Intelligence.

(1) Enemy Situation: After a lull in enemy activity during the first week of May 1969, there was a sharp increase in the number of stand-off attacks directed against allied installations, particularly in the Dak To/Ben Het area. Following another quiet period between the third week in May and the second week in June, the NVA/VC launched a corps-wide series of stand-off mortar and rocket fires with few coordinated ground attacks. The remainder of the period was marked by a general increase in the tempo of enemy activity in the southern portion of II Corps.

(2) Ground Attacks: During the period 1 May 1969 thru 31 July 1969, there were 43 stand-off fire attacks directed against airfields where elements of the 223d Aviation Battalion (Combat) are located. The majority of these attacks fell upon Phan Rang, Ban Me Thout, Kontum and Dak To airfields. The 223d Aviation Battalion suffered no casualties and very light damage from these attacks.

(3) Air Activity: Units of the 223d Aviation Battalion (Combat) reported 32 significant shot-at incidents for this reporting period. The battalion lost four O-1 and one OV-1 aircraft. The following is a breakdown by unit:

<u>UNIT</u>	<u>*SHOT-AT</u>	<u>HIT</u>	<u>DESTROYED</u>	<u>TOTAL JSIDR'S</u>
18th Avn Co (UA)	0	1	0	1
183d Avn Co (UA)	5	1	0	6
185th Avn Co (UA)	8	5	0	13
203d Avn Co (UA)	3	5	0	8
219th Avn Co (UA)	10	3	4	17
225th Avn Co (SA)	6	3	1	10

\*Shot-At reports are not inclusive of hit and destroyed reports.

## CONFIDENTIAL

Inclosure



## CONFIDENTIAL

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) For Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

### (4) Collection Plan:

(a) The four O-1 companies of the 223d Aviation Battalion (Combat) flew 8,005 visual reconnaissance sorties, reporting 1,456 significant sightings. The 225th Surveillance Airplane Company flew 910 SLAR sorties, 590 Infrared sorties and 1,351 Photo sorties. The Imagery Interpretation Section of the 225th Aviation Company recorded 531 SLAR, 2,682 Infrared, and 669 Photo reports.

(b) One OIR (Other Intelligence Requirement) was levied on the 223d Aviation Battalion (Combat), consisting of expeditious reporting of increased NVA/VC use of chemical agents.

### (5) Administrative Intelligence Activities:

(a) Security Clearances: During the reporting period, the 223d Aviation Battalion processed 75 Secret, 32 Confidential clearances and requests for 2 background investigations and 14 National Agency Checks.

(b) War Trophies: There were no war trophies reported or processed during this reporting period.

(c) Dissidence Report: The 223d Aviation Battalion (Combat) reported no dissident personnel for this period.

### (d) Survival, Escape and Evasion:

1 All aviators assigned to the 223d Aviation Battalion receive a thorough briefing on Survival, Escape and Evasion as part of their unit in-processing orientation. Emphasis is placed on the Survival, Escape and Evasion equipment available and the proper procedures for employment of the equipment, in order to provide for an efficient and effective recovery of downed aircrew personnel.

2 At the request of the Commanding Officer, 223d Aviation Battalion (Combat), a mobile training team from the Pacific Jungle Survival School, Clark AFB Philippines visited units within this battalion. The team, consisting of two Air Force Sergeants, presented a five hour block of instruction to all units. The team traveled throughout the II CTZ gathering pertinent information on survival, escape and evasion. The data will be compiled into lesson plans for the benefit of future aviators assigned to the Republic of Vietnam.

3 Approximately 40% of the newly assigned aviators within the battalion have attended one of the three available survival, escape and evasion courses while enroute to the Republic of Vietnam. Available schools include the following:

CONFIDENTIAL

## CONFIDENTIAL

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

a PACAF Jungle Survival School (PJSS), Clark AFB, Philippines.

b PACAF Life Support School (PLSS), Kadena AFB, Okinawa.

c FAETUP Jungle Environmental Survival School (JEST), Cubic Point NAS, Philippines.

4 At the present time, the battalion has 38 survival, escape and evasion school trained personnel assigned throughout its units. During the last reporting period, six crewmembers were selected from the companies to attend one of the three survival courses. Current quotas for aviators to attend the survival, escape and evasion schools are averaging two per month.

### d. (C) Operations.

(1) The 223d Aviation Battalion (Combat) continued to provide fixed wing aviation support to the US and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one U-1A company, four O-1 companies, and one OV-1 company. The battalion flew a total of 27,139 hours of combat support with an aircraft availability rate of 86.7% during this reporting period. Both normal and special operations were supported by units of the battalion. Large scale operations were minimal due to the characterization of small units operating in search of enemy supply caches, infiltration routes, and antiaircraft, mortar and rocket firing positions.

(2) Effective 26 May 1969, all units of this battalion changed their designations IAW USARPAC General Order Number 220, dated 19 March 1969.

#### OLD DESIGNATION

223d Cbt Spt Avn Bn  
HHD, 223d Cbt Spt Avn Bn  
18th Avn Co, FW (Lt Trans)  
183d Avn Co, Surv (O-1)  
185th Avn Co, Surv (O-1)  
203d Avn Co, Surv (O-1)  
219th Avn Co, Surv (O-1)  
225th Avn Co, Surv (OV-1)

#### NEW DESIGNATION

223d Avn Bn (Cbt)  
HHC, 223d Avn Bn (Cbt)  
18th Avn Co (Util Airplane)  
183d Avn Co (Util Airplane)  
185th Avn Co (Util Airplane)  
203d Avn Co (Util Airplane)  
219th Avn Co (Util Airplane)  
225th Avn Co (Surv Airplane)

(3) During the reporting period, this headquarters provided input for a study of O-1 aircraft utilization conducted by IFFV. An extensive review of the possible means for improvement indicated that designation of more general support aircraft would provide greater flexibility in utilizing O-1 assets. As a result, aircraft allocations were readjusted, providing a flexible base from which the company commander could more easily meet his mission requirements. Aircraft supporting the C/75th Rangers were drawn

CONFIDENTIAL

## CONFIDENTIAL

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (RL) (U)

from O-1 units within the Ranger's area of operations. The system of assigning aircraft by tail number to specific units was abolished. O-1 companies are now responsible for providing a fixed number of flyable aircraft to each ground unit on a daily basis. In addition, a letter was sent to all province advisors and major subordinate US commands explaining the new program and re-emphasizing the provisions of MACV Directive 381-1.

(4) 18th Aviation Company (Utility Airplane): The 18th Aviation Company carried on support of its mission requirements in all four of the Corps areas within the Republic of Vietnam. The first flight platoon at Nha Trang supported the Special Forces Group and the Joint United States Public Affairs Office. The second flight platoon with sections at Pleiku and Da Nang supported the 5th Special Forces Group, II Corps Headquarters and I Corps Headquarters respectively. Other special missions were flown in support of the 17th Aviation Group (Combat). The 18th Aviation Company flew a total of 2,232 hours with an aircraft availability rate of 72.2% for this reporting period.

(5) 183d Aviation Company (Utility Airplane): During the reporting period, the 183d Aviation Company has continued to support ground forces in the southeastern section of the II Corps Tactical Zone. There has been no change in the units supported during the past quarter. C/75th Rangers is supported only when operating in the 183d Aviation Company's flying area. The "Seahorses" have reported a total of 376 significant sightings to MACV. Two aircraft were hit by hostile fire, but none were destroyed. Improvements in the company area include construction of a new ammunition bunker, repainting of all buildings, remodeling of NCO billets, construction of a new reenlistment office and the building of a new storage shed. The motor pool, which was the main self-help project of this unit, was completed during the reporting period. The 183d Aviation Company flew a total of 5,400 hours with an aircraft availability rate of 90%.

(6) 185th Aviation Company (Utility Airplane): The 185th Aviation Company continued to provide support to Command and Control South, and Darlac, Phu Bon, Quang Duc and Lam Dong Provinces. During the reporting period, Camp Coryell received five stand-off attacks for a total of 105 enemy rounds resulting in no friendly casualties. Enemy activity throughout the quarter was scattered and consisted of small unit contacts. The "Pterodactyls" have undertaken an extensive improvement program, repairing and repainting buildings, laying concrete sidewalks and constructing a non-commissioned officers lounge and an officers lounge. The unit has also participated in the refortification of the Berm along the northeastern side of Camp Coryell. The 185th Aviation Company flew 4,840 hours, including 172 hours of night security, with an aircraft availability rate of 90%.

(7) 203d Aviation Company (Utility Airplane): The 203d Aviation Company continued its support of US and Free World Forces located primarily in Phu Yen and Binh Dinh Provinces, Republic of Vietnam. Units supported included the 1st Brigade of the 4th Infantry Division, 173d Airborne Brigade, 41st & 52d Arty Groups, 6/32d Arty, C/75th Rangers and MACV elements in both

CONFIDENTIAL

## CONFIDENTIAL

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 July 1969, AOS CSFOR-65 (RI) (U)

of the provinces. During the reporting period, the platoon at LZ English moved to a new location on the airfield. An asphalt ramp and new revetments were built along with a new operations center and billets. The 203d Aviation Company flew a total of 4,923 hours, consisting of 5,115 missions and 3,599 sorties. The average aircraft availability rate for the company was 86.5%.

(8) 219th Aviation Company (Utility Airplane): The 219th Aviation Company continued its primary mission of providing visual reconnaissance support for the 4th Infantry Division, 52d Artillery Group, M.C.V-Pleiku, M.C.V-Kontum and the 5th Special Forces (CCC). The most significant operation supported during this quarter was the 58-day siege of the Ben Het Special Forces Camp during the months of May and June. One section of the third flight platoon, 219th Aviation Company, was dispatched to Dak To Army Airfield to provide immediate support to the 1/92d Artillery Battalion which is stationed at Dak To and responsible for providing all artillery fire support for Dak To and Ben Het. In addition to the two aircraft stationed at Dak To, other aircraft from the third flight platoon, and aircraft from the second and fourth flight platoons provided periodic support to the Dak To/Ben Het area. The 219th Aviation Company flew approximately 2,186 hours in support of the siege of Ben Het, with three aviators being recommended for the Distinguished Flying Cross and two for Air Medals for Valor. The third flight platoon also received a letter of commendation from the 52d Artillery Group for their actions during this period. At Camp Holloway, home base of the 219th Aviation Company, construction was begun on four new perimeter bunkers, not only to increase troop safety and comfort, but to improve the defensive posture of the company. In addition, sandbag revetments were installed around all platoon headquarters buildings, and a bunker was constructed adjacent to the flight line at Kontum. The company flew a total of 6,907 hours while maintaining an aircraft availability rate of 88%.

(9) 225th Aviation Company (Surveillance Airplane): The 225th Aviation Company continued to provide visual, photographic, infrared and SLAR surveillance to the II Corps Tactical Zone. Free World military forces supported were the 4th Infantry Division, 173d Airborne Brigade, II ARVN Corps, Task Force South, Republic of Korea 9th and 10th Divisions, and Quang Duc Province. On 6 June 1969, an OV-1C, #67-18914, with CPT Michael F. Grisafe Jr., 568-58-8592, Armor, and SP/4 Noel F. Josephs, 124-36-9436, on board, failed to return from an infrared mission. The aircraft was last heard from by the ground sensor terminal at Dragon Mountain, Pleiku. A comprehensive search located the wreckage seven days later at coordinates YB973367. In an effort to improve the avionics maintenance facility in the company, the communications platoon rebuilt their shop. The old avionics repair building was dismantled and a new structure constructed. All materials were salvaged from the old building and the new facility was completed with a minimum of expense. On 9 July 1969, the Institute of Heraldry approved the change of the 225th Aviation Company's nickname from "Blackhawk" to "Phantom Hawk". On 22 July 1969, the "Phantom Hawks" celebrated their 2nd year of accident free flying in the Republic of Vietnam (20,762 accident free hours). During the reporting period, the 225th Aviation Company flew 2,836 hours with an aircraft availability rate of 89.3%.

7 CONFIDENTIAL

## CONFIDENTIAL

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RGS CSFOR-65 (R1) (U)

### e. (U) Training.

(1) Quarterly training requirements were fulfilled. Additional emphasis has been placed on safety requirements in all aspects of training, particularly in the areas of standardization, and vehicle and weapon safety.

(2) Aviator safety classes were conducted monthly in all units. The bi-monthly meeting of all commanders, safety officers and maintenance officers was held during the month of July.

(3) Five officers and one EM from the 223d Aviation Battalion (Combat) attended and successfully completed Jungle Survival Training at either the Air Force Pacific Jungle Survival School or the Navy Jungle Environmental Survival Training School.

(4) During the reporting period, the 223d Aviation Battalion re-organized its standardization board and appointed a full time standardization officer. A comprehensive program was initiated, stressing quality of instructor pilots and more frequent check rides. Each newly assigned aviator now flies with an IP for a ten hour initial checkout and is given standardization rides 30 and 60 days later, with additional rides at 90 day intervals until the aviator's rotation. Additionally, each IP flies with an SIP at least once every 30 days. Since this program was initiated, the battalion lost eight IP's due to rotation and trained sixteen new IP's to replace them. The battalion logged 625 hours of training time and experienced only one accident during the reporting period.

### f. (U) Logistics.

(1) Assistance Visits: Members of the Battalion S-4 Section conducted twenty-seven assistance visits during the past quarter. These were primarily designed to prepare the units for a CMMI in the areas of Supply, Mess, Ammunition, Arms, Motor Maintenance, Aircraft Maintenance, Special Purpose Equipment and Maintenance Management.

(2) Command Maintenance Management Inspection: The 1st Aviation Brigade CMMI Team inspected the 183d Aviation Company, 185th Aviation Company and the 203d Aviation Company during the period 21-24 July 1969. All units received a satisfactory rating.

(3) Vehicle Maintenance: The average motor vehicle deadline rate has increased from less than 10% for the past quarter to more than 15% for the current reporting period. This adverse trend in the deadline rate is attributed to the higher criteria of maintenance imposed on the units through the use of intensified staff and command supervision. Increased training of maintenance personnel and improved overall vehicle maintenance is expected to stabilize the battalion deadline rate at less than 10%.

CONFIDENTIAL

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (RI) (U)

(4) Aircraft Maintenance:

(a) Corrosion: Numerous cases of corrosion have developed throughout the battalion in U-1A and O-1 aircraft. The principal areas of corrosion damage on the U-1 aircraft are the underside of the fuselage aft of the augmentor tubes, battery area, and aircraft skin seams. It was discovered in many cases that the aircraft had not received primer treatment during manufacture or overhaul, which increased their susceptibility to corrosion. The O-1 primarily corrodes in the wing and flap area aft of the rocket tubes. Complete stripping of the infected area, treatment with corrosion preventive compound, and painting with heat resistant enamel (FSN 8010-664-8263) has helped reduce this problem; however, the shortage of the heat resistant enamel has limited the number of aircraft that can be treated.

(b) R1340-61 Engine Inspections: Urgent TB55-1510-205-40/1, inspection of R1340-61 engine exhaust push rod assemblies (U-1A aircraft), established an inspection of all R1340-61 engines overhauled prior to 25 March 1969 and also established TBO time for all R1340-61 engines at 600 hours. This inspection and TBO affected all U-1A aircraft assigned to the battalion since all engines in use were overhauled prior to 25 March 1969. As a result of this TB and the initial shortage of inspection kits, the mission availability of the U-1A aircraft was significantly reduced. The unit was able to accomplish the inspections within the required 25 flying hours or 15 days by limiting the aircraft missions to those deemed absolutely essential by the supported units.

g. (U) Organization. Organizational chart and station listing appears as Inclosure #3.

h. (U) Chaplain.

(1) The 223d Aviation Battalion (Combat) Chaplain, during the quarter, has conducted a total of 52 Sunday and weekday Protestant religious services, with a total attendance of 1,340 soldiers.

(2) Religious services were held at Lane Army Heliport at An Son and at the 223d Aviation Battalion in Qui Nhon.

(3) During the quarter, the following programs have been initiated:

(a) A program which involves the exchange of religious services between the Koreans of the ROK Tiger Division and the Americans at Lane Army Heliport has begun.

(b) A paperback library has been established in the dayroom of the 61st Aviation Company at Lane Army Heliport.

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

(c) A religious forum has been established at the Chapel at Lane Army Heliport during the period.

(4) Eleven visits have been made to units located at Ban Me Thout, Dong Ba Thin, Phu Hiep, Pleiku, An Khe and Kontum.

(5) The 223d Chaplain during this quarter has delivered 28 cases of food to the Qui Nhon Poor People's Home and four boxes of clothes to the Phu Thai Refugee Center. The clothes were sent to the Chaplain by families of soldiers, churches and interested people in the United States.

(6) Four visits have been made to the Poor People's Home in Qui Nhon and three to the Phu Thai Refugee Center.

(7) The building of a Chapel in the 223d Aviation Battalion Headquarters Company area has been approved by the Qui Nhon Base Development Board, subject to the availability of funds. The board granted permission to build the Chapel with salvaged materials to defray building costs.

i. (U) Aviation Safety. The 223d Aviation Battalion (Combat) maintained an accident free record during the months of May and July. The 219th Aviation Company experienced one major accident (O-1D) during June. There were eight precautionary landings, two forced landings and one incident during the reporting period. The battalion lost four O-1's and one OV-1 due to hostile action. A U-1A received minor damage from a small arms round through a wing spar. The following is a breakdown of accidents by companies:

<u>UNIT</u>	<u>ACCIDENTS</u>	<u>CUMULATIVE RATE</u>
HHC, 223d Avn Bn (Cbt)	0	0.0
18th Avn Co (UA)	0	0.0
183d Avn Co (UA)	0	0.0
185th Avn Co (UA)	0	0.0
203d Avn Co (UA)	0	0.0
219th Avn Co (UA)	1	17.3
225th Avn Co (SA)	0	0.0
TOTAL	1	4.0

j. (U) Civil Affairs.

(1) HHC, 223d Aviation Battalion (Combat) continues to support the Qui Nhon Poor People's Home with extensive contributions of food, building materials and supplies. Large contributions of food and clothing have also been sent to the Phu Cat Orphanage and Qui Nhon Leprosarium.

## CONFIDENTIAL

AVB:CB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

(2) The 18th Aviation Company has continued its support of the Da Nang Orphanage with gifts of food, soap and building materials. The company headquarters in Qui Nhon has continuously assisted in a project caring for displaced persons in the Qui Nhon area.

(3) The 183d Aviation Company recently completed construction of a school playground in the Dong Ba Thin area. Voluntary contributions of time, building materials and labor were made by aviators and crew chiefs of the "Soahorses".

(4) The 185th Aviation Company is continuing its support of two civil affairs projects. A new 6-room school for the Vietnam Protestant Evangelical Church is being built in downtown Ban Me Thout by aviators and crew chiefs of the "Pterodactyls". Additional help is being administered to students of the Vinh Son Catholic School. These students are being given English lessons by a second tour officer who speaks Vietnamese fluently. In Phu Ben Province, aviators of the second platoon are teaching new marketing techniques to a cross-bow manufacturer in Phu Tuc.

(5) The 203d Aviation Company is continuing its support to the Mang Yang Orphanage in Tuy Hoa City. In conjunction with the MACV Civic Actions Office, the "Hawkeyes" have solicited projects in the local area in which they provide assistance. At the present time, old and used building materials and screening are being collected for the Phu Yen Province Hospital. People within the Phu Yen area have received continuing support from the 203d Aviation Company with resupply of soap and medical items.

(6) The 219th Aviation Company has continued to support the Christian Missionary Alliance Compound in Pleiku. A Church at Plei Moun City is being constructed with material and labor provided by the "Headhunters". The Pleiku Province Hospital and its patients have received clothing and health articles. Money and materials are also being donated by the 219th Aviation Company with support from interested organizations in CONUS.

### k. (C) Signal.

(1) ZYR Program: The ZYR Program provides for the modification of all US Army Aircraft in RVN to accept the new family series of radios, (AN/ARC-54 and AN/ARC-51). At the close of this reporting period, the 223d Aviation Battalion had completed modification on 98% of assigned aircraft. The program will be completed upon receipt of a kit for U-1A aircraft #55-3299.

### (2) ZYS Program:

(a) The ZYS Program provides for the modification of all OV-1 and O-1 aircraft for installation of TSEC/KY-28 secure voice equipment. All OV-1 aircraft now arriving in-country are retrofitted prior to receipt by unit. There is no in-country capability to modify the OV-1. All O-1 aircraft have been retrofitted.

CONFIDENTIAL



# CONFIDENTIAL

AVRACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) For Period Ending 31 July 1969, RUC3-CSPOR-65 (R1) (U)

(b) Cryptographic facilities for storage of equipment and keylists employed in the secure voice system have been completed and approved at all company locations except Ban Me Thout, home of the 185th Aviation Company. Lack of building material has caused a delay in completion of facilities.

(c) As of 31 July 1969, crypto accounts have been established at Dong Ba Thin and Pleiku, and have been approved by CG, COMSEC Logistic Support Center, Saigon. Target date for completion of all secure voice systems for the 223d Aviation Battalion is 3 August 1969.

(3) High Frequency Radio Teletypewriter System: To prevent loss of communications in the event of an emergency, the 223d Aviation Battalion is establishing a high frequency radio secure teletypewriter system as a back-up to existing telephone and secure teletype communications systems. Radio wire integration (RWI) has been planned to provide a direct communications link between commanders. All units currently have a AN/VSC-2 (RAIT) at their location providing a battalion voice and teletype net. HHC, 223d Aviation Battalion now has a voice capability to 17th Aviation Group with an AN/GRC-106.

## 1. (U) Public Information.

(1) The 223d Aviation Battalion Information Office continued to perform its assigned mission of supplying material to all subordinate units for use in the information program and the publication of the battalion monthly newspaper, THE GRIFFIN GAB.

(2) Support from units in the Hometown News Release Center for this period was as follows:

<u>UNIT</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>TOTAL</u>
HHC, 223d Avn Bn	0	7	7	14
18th Avn Co	15	24	11	50
183d Avn Co	13	23	16	52
185th Avn Co	4	3	10	17
203d Avn Co	4	15	8	27
219th Avn Co	11	21	6	38
225th Avn Co	6	35	31	72
<u>TOTAL</u>	<u>53</u>	<u>123</u>	<u>89</u>	<u>270</u>

(3) During this reporting period, 39 written news releases were cleared by the 223d Aviation Battalion Information Office and forwarded to the 17th Aviation Group for use in other command information media.

CONFIDENTIAL

## FOR OFFICIAL USE ONLY

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 July 1969, RGS CSFOR-65 (RI) (U)

### 2. Section 2. Lessons Learned: Commanders Observations, Evaluations and Recommendations.

a. (U) Personnel. None

b. (FOUO) Operations.

#### (1) Use of Aerial Rescue Equipment:

(a) Observation: Lack of familiarity with aerial rescue equipment results in needless injuries and unnecessarily complicates rescue operations.

(b) Evaluation: The primary mission of rescue aircraft is the expeditious extraction of wounded or injured personnel and prompt evacuation to appropriate medical facilities. The dense foliage and rough terrain encountered in Vietnam often prevent rescue helicopters from landing to pick up injured soldiers. When this occurs, the personnel on the ground must be able to properly utilize the jungle penetrator, Mc Guire rig, or other equipment lowered from hovering aircraft to lift the wounded out. Air rescue attempts have frequently been hampered and needless injuries incurred because of improper use of this equipment. US Air Force rescue crews will not attempt rescue operations until personnel are properly positioned on the rescue equipment. This often makes it necessary for them to send para-rescue personnel down the cable to make the hook-up, thus delaying the rescue. Many extractions are made by Army helicopter crews with a minimum of training in rescue operations. In one such rescue of a wounded aviator from this battalion, the aviator improperly positioned himself in the pick-up device, subsequently slipped out of the harness, and fell from approximately 60 feet back into the jungle. In another case, an O-1 aviator of this battalion directed a Medevac helicopter to a site for an emergency extraction. Unable to land, the helicopter lowered its jungle penetrator to the ground unit. The personnel on the ground, unfamiliar with the device, wrapped one of the KIA's with the cable and then tied knots to secure the body. The crew of the rescue helicopter spent approximately an hour untangling the body, while the wounded on the ground waited for extraction.

(c) Recommendation: That appropriate units be made aware of the importance of training in the proper use of aerial rescue equipment.

#### (d) Command Action:

1 All aircrew personnel of this battalion recently received a two hour block of instruction on the use of aerial rescue equipment from a visiting team of the Pacific Jungle Survival School, Clark AFB, Phillipines.

FOR OFFICIAL USE ONLY

## FOR OFFICIAL USE ONLY

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (RI) (U)

2 All units of this battalion continually utilize US Air Force rescue personnel to present instruction on rescue operations and on the proper use of aerial rescue devices.

### (2) Weight Reduction in O-1 Aircraft:

(a) Observation: A majority of the O-1 aircraft of this battalion presently operate in excess of maximum authorized gross weight.

(b) Evaluation: This battalion operates approximately 40% of the O-1 aircraft in Vietnam. A matter of concern is the continuing trend of adding new equipment to these already overweight aircraft. The addition of armored seats, extra radio equipment, rockets, survival gear, flak vests, and personal weapons, coupled with the high density altitude, has produced an over maximum gross weight configuration that results in poor aircraft performance and an unsafe operating condition. One of the O-1 companies in this battalion recently conducted an informal study of this problem and concluded that one of the most feasible means of alleviating this problem would be to waive the requirement for carrying parachutes in the O-1 aircraft. It was noted that the US Air Force O-1 aircraft in Vietnam do not carry parachutes and there have been no known problems because of their removal. The Air Force has substituted a lightweight foam cushion seat which provides more space in the aircraft and reduces pilot fatigue. The elimination of parachutes would reduce the overweight O-1 aircraft by 60 pounds. It would also relieve O-1 units of the logistical burden of having each parachute repacked every 90 days with few repack facilities available. All aviators in this battalion are trained to execute a series of emergency procedures culminating in a power off landing in the event of an engine failure. There is no known instance of a successful emergency parachute jump from an O-1 aircraft in Vietnam. Most of the missions flown by aviators of this battalion are conducted at 1200-1500 feet above the terrain. Experience gained under combat conditions indicates that aviators invariably chose to make a forced landing rather than execute a parachute jump with its attendant search and rescue problems. Of all the extra equipment presently carried in the O-1 aircraft, the parachute is one of the bulkiest, heaviest and least used items. Its removal would not seriously endanger the lives of the crew and would reduce the hazards of operating an aircraft in an overweight condition.

(c) Recommendation: That a formal study be conducted at 1st Aviation Brigade level to determine the feasibility of waiving the requirement for carrying parachutes in O-1 aircraft in Vietnam.

(d) Command Action: This headquarters is presently preparing a letter requesting further study of this problem at Brigade level.

### c. (U) Training.

#### (1) Fixed Wing Aviator Training:

FOR OFFICIAL USE ONLY

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

(a) Observation: A majority of newly rated fixed wing aviators are not adequately trained in cross wind techniques.

(b) Evaluation: This battalion, as the only pure fixed wing battalion in Vietnam, utilizes more fixed wing aviators than any other comparable sized organization engaged in combat activities. Analysis of the flying proficiency of fixed wing aviators recently graduated from the Aviation School indicates that the most significant deficiency in their training lies in the area of cross wind take-offs and landings. Discussions with these aviators reveal a minimum of experience with cross wind techniques in flight school. The difficulty of duplicating worldwide flying conditions in the training environment is recognized. It is also realized that the gaining organization has a responsibility for additional training and professional guidance to these newly rated aviators. This battalion currently averages well over 10 hours training time for the initial in-country checkout of newly rated O-1 aviators. A majority of this time is spent in teaching the cross wind technique, since most of the airfields in the II CTZ have only one runway and are situated in areas of relatively high gusty winds ranging from 15 to 90 degrees to the runway. Additional emphasis on cross wind techniques in the O-1 training at the Aviation School would alleviate this training problem, enabling the battalion to concentrate its in-country training more in the development of operational skills of the aviator.

(c) Recommendation: That the Aviation School place more emphasis on teaching cross wind techniques to O-1 aviators.

(d) Command Action:

1 This headquarters has dispatched a letter to the Department of Fixed Wing, US Army Aviation School outlining the problem area and recommending that more emphasis be placed on teaching cross wind techniques to O-1 aviators.

2 All SIP's and IP's of this battalion have been directed to closely monitor the cross wind proficiency of newly rated aviators during in-country orientations and regularly scheduled standardization rides.

d. (U) Intelligence. None

e. (U) Logistics.

(1) Chaffing of U-1A Engine Mounts:

(a) Observation: Excessive chaffing by the inner cowling has necessitated replacement of numerous U-1A engine mounts.

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

(b) Evaluation: The U-1A engine inner cowling consists of 14 individual parts fastened together by DZUS fasteners and attached to the engine mount arms by a series of clamps. Normal engine vibrations, coupled with this method of mounting, causes the cowling to become loose and chafe the mount arms. The utility airplane company (U-1A) of this battalion has replaced 44 mounts over the past 18 months at a cost of approximately \$25,000.

(c) Recommendation: That the appropriate agency of the Army Materiel Command consider devising a more satisfactory method of attaching the inner cowling to the U-1A engine mount.

(d) Command Action:

1 Unit has submitted EIR on the damage caused by the chaffing of the U-1A engine mount.

2 As an interim measure, maintenance personnel of the utility airplane company are wrapping the engine mount arms with asbestos, trimming the inner cowling, and conducting close daily inspections of this area. This action has significantly reduced but not solved the problem.

(2) O-1 Tail Wheel Assembly Failure:

(a) Observation: O-1 aircraft operating from hard, rough surface runways have experienced an abnormal number of tail wheel tire, tube and leaf spring failures.

(b) Evaluation: During this reporting period, tail wheel tire, tube and leaf spring assembly failure has become a major problem for O-1 units operating from rough, hard surface runways. In one O-1 company, a total of 45 tail wheel tire and tube failures were recorded in the first 80 days. As a preventive measure, this company experimented with tail wheel tire pressure and found that increasing the pressure from 35 psi to 40/45 psi resulted in a 75% reduction in tire and tube failures. The unit also increased the frequency of the dye penetrate test from the required 300 hours to every 100 hours. This resulted in a significant saving of aircraft downtime and enhanced aircraft safety since the test revealed a large number of defective springs.

(c) Recommendation: That this information be passed on to other O-1 units which operate under similar conditions.

(d) Command Action:

1 All O-1 units of this battalion have been apprised of this lesson learned.

2 Unit submitted EIR on tire pressure and tail wheel leaf spring assemblies.

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (RL) (U)

(3) Corrosion of Aircraft:

(a) Observation: U-1A aircraft are experiencing a high incidence of corrosion damage.

(b) Evaluation: Corrosion damage to U-1A aircraft of this battalion has created serious maintenance difficulties and has resulted in the loss of aircraft which are becoming critical to the accomplishment of the utility airplane company's overall mission. Three U-1A aircraft have been evacuated to CONUS for repair and numerous others have been repaired by unit maintenance personnel at considerable cost in maintenance downtime. The three main areas of corrosion are at the aircraft seams, battery box and sump jar area, and the belly of the aircraft aft of the augmentor tubes. The main cause of the corrosion in the seams and battery box area is the lack of corrosion inhibiting primer between the two layers of skin. The aircraft were coated with zinc chromate primer after assembly; therefore, the action of the salt air in this area of operations has caused corrosion damage between these two layers. The primary cause of the corrosion damage to the underbelly of the aircraft is the exhaust gas deposits from the augmentor tubes.

(c) Recommendation: That more attention at depot level be given to measures which would prevent or restrict aircraft corrosion.

(d) Command Actions:

1. Unit has submitted EIR on corrosion damage of U-1A aircraft.

2. Where aircraft skin has been replaced, unit maintenance personnel have primed each section prior to assembly. The unit has also been able to reduce the threat of corrosion to the underbelly of the aircraft by painting the area from station 109 to station 264 with high gloss, heat resistant paint.

(4) Deterioration of Synthetic Sandbags:

(a) Observation: The synthetic sandbags now available in the supply system deteriorate too quickly for effective use at fixed installations.

(b) Evaluation: In the hot, humid weather experienced in Vietnam, synthetic sandbags have to be replaced every two or three months. During this quarterly reporting period, units of this battalion replaced over 100,000 sandbags at a cost of 37 cents each and at the expenditure of numerous man-hours of effort. The headquarters company of this battalion has devised a method for extending the life of these sandbags indefinitely. Before construction, each bag is filled with sand and cement. When the structure is completed the bags are watered down and allowed to dry. Chicken wire is then placed over the entire structure and covered with a thin layer of cement.

AVBACB-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

Existing structures can simply be covered with the wire and cement. This protects the sandbags from exposure to weather and provides bulk and strength to the fortification. During the thirty day period in which this method was first implemented, the headquarters company alone reduced its sandbag replacement rate by 90%.

(c) Recommendation: That this method of reducing the replacement rate of synthetic sandbags be disseminated to appropriate commands.

(d) Command Action: All units of this battalion have been made aware of this method of reducing the replacement rate of sandbags.

f. (U) Organization.

Aircraft Maintenance Organization:

(a) Observation: The grade structure presently authorized in the aircraft maintenance section (paragraph 08, MTOE 1-257F) of the U-1A company restricts the organizational flexibility of aircraft maintenance operations.

(b) Evaluation: The maintenance section of the U-1A company consists of one E-7 maintenance supervisor (MOS 67C40), one E-6 assistant maintenance supervisor (MOS 67C40) and 24 enlisted men in grades E-3 thru E-5 (MOS 67A10 and MOS 67C20). This organization provides only two non-commissioned officers in the entire section and presents difficulties in span of control. Experience has shown that in order to maintain continuous maintenance operations as required in a tactical environment, it is necessary to establish three Periodic Inspection Teams from this section. The present MTOE does not contain sufficient NCO personnel to adequately supervise these teams. Thus, it has become necessary to place NCO's from other areas of the service platoon in charge of these teams. This problem could be corrected by changing the MOS of three of the Specialists Fifth Class in MOS 67C20 to MOS 67C40 and upgrading them to NCO status. This would provide better span of control for the Periodic Inspection Teams and would enhance the supervision and efficiency of the entire maintenance effort.

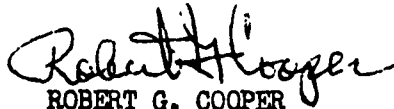
(c) Recommendation: That three Specialists Fifth Class positions (MOS 67C20) in the aircraft maintenance section of the U-1A company be upgraded to non-commissioned officer status in MOS 67C40.

AVBACE-DE

5 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

(d) Command Action: This item will be incorporated into the  
next proposed change to MTOE 1-257F for the U-1A company.



ROBERT G. COOPER

LTC, FA

Commanding

5 Incl

~~1. Unit Strengths~~

~~2. Unit Casualties and Awards~~

3. Operational Statistics

4. Aircraft Status

5. Organizational Chart

Incl 1 and 2 wd HQ, DA

DISTRIBUTION:

2 CINUSARPAC, ATTN: GPOP-DT, APO 96558

3 CG, USARV, ATTN: AVHGC-DST, APO 96375

2 CG, 1ST AVN BDE, ATTN: AVBAGC-O, APO 96384

3 CO, 17TH CAG, ATTN: AVBACB-SC, APO 96240



## CONFIDENTIAL

AVBACB-SC (5 Aug 69) 1st Ind  
SUBJECT: Operational Report of 223d Aviation Battalion (Combat)  
for Period Ending 31 July 1969, RCS CSFOR-65 (R1 (U))

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), AFO 96240 28 August 1969

TO: Department of the Army (ACSFOR, DA) Washington, D.C. 20310  
Commanding General, I Field Forces Vietnam, AFO 96350

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated, except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section 1, Operations: Significant Activities.

(1) Paragraph 1c (3), Page 8: Records maintained by this headquarters indicate the 219th Aviation Company (UA) sustained seven (7) hits instead of three (3) during reporting period. Total JSIDR's for the 225th Aviation Company (SA) should be changed to nine (9).

(2) Paragraph 1e (4), Page 8: The expanded aviator training program appears highly commendable and should enable the units to further decrease their accident rate. This program will be monitored to determine its effects on operational commitments.

(3) Paragraph 1f (4) (a), Page 9: This headquarters was not aware of the cited shortage. Appropriate follow-up action will be taken to procure the necessary heat resistant enamel.

b. Section 2, Lessons Learned: Commanders Observations, Evaluations and Recommendations.

(1) Paragraph 2b (1), Use of Aerial Rescue Equipment, Page 13: Concur. The 17th Aviation Group (Combat) has requested and received approval for the Pacific Jungle Survival Teams to visit all units during the month of September. Direct coordination has been effected and an itinerary has been established to permit presentation of instruction to all aircrew personnel in the Group.

(2) Paragraph 2b (2), Weight Reduction in O-1 Aircraft, Page 14: Concur. Correspondence requesting the study has been received by this headquarters. Action and recommendations are withheld pending a complete study by this headquarters.

(3) Paragraph 2c (1), Fixed Wing Aviator Training, Page 14: Concur with recommendation. Command action is considered appropriate.

CONFIDENTIAL

AVBACB-SC

28 August 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat)  
for Period Ending 31 July 1969, RCS CSFOR-65 (RL) (U)

(4) Paragraph 2e (1), Chafing of U-1A Engine Mounts, Page  
17: Concur. Command action appropriate.

(5) Paragraph 2e (2), O-1 Tail Wheel Assembly Failure, Page  
16: Concur with recommendation and command action.

(6) Paragraph 2e (3), Corrosion of Aircraft, Page 17: Concur  
with recommendation and command action.

(7) Paragraph 2e (4), Deterioration of Synthetic Sandbags,  
Page 17: Concur with recommendation.

(8) Paragraph 2f, Aircraft Maintenance Organization, Page  
18: Concur. As an interim measure, appointment of acting ser-  
geants should temporarily satisfy supervisory control requirements.  
The unit involved has been informed of this alternative.

FOR THE COMMANDER:



MARC L. TOMAS  
CPT, ADA  
Adjutant

CF:  
CO, 223d AB (C)


AVFA-GC (5 Aug 69) 2nd Ind (U)  
SUBJECT: Operational Report of 223d Aviation Battalion (Combat)  
for Period Ending 31 July 1969, RCS CSFOR-65 (R1 (U)

DA, Headquarters I Field Force Vietnam, APO 96350 10 SEP 1969

TO: CG, 1st Aviation Brigade, APO 96384

This headquarters has evaluated subject report and first indorsement and concurs.

FOR THE COMMANDER:

  
FREDERICK E. HOLLAND  
1LT AGC  
ASST AG

CF:

1 - CO, 223d Cbt Spt Avn Bn

AVBAGC-0 (5 Aug 69) 3d Ind

SUBJECT: Operational Report of 223d Aviation Battalion (General) Period  
Ending 31 July 1969, RCS CSFOR-69 (11) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 9 364 21 10 1969

THRU: Commanding General, United States Army Vietnam, AFVN AVAGC-DST,  
APO 96375  
Commander-in-Chief, United States Army Pacific, AFPM: CPM  
APO 96558

TO: Assistant Chief of Staff for Force and Manpower, Department of the  
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the  
contents as indorsed except as noted below.

2. The following additional comments are considered pertinent:

a. Paragraph 2b(2), page 14, recommends a study be conducted  
to determine the feasibility of waiving the use of parachutes; para-  
chutes in O-1 aircraft in Vietnam. HQ, 1st Aviation Brigade interpretation  
of the USARV Supplement to AR 95-5, dated 1 July 1968, is that parachutes  
are not required to be aboard O-1 aircraft during daylight TIR flight  
except for maintenance test flights. It is the commander's prerog-  
ative to determine parachute requirements for O-1 aircraft within his  
unit except that the parachute will be fitted and worn by O-1 occu-  
pants during night missions and test flights. This information was for-  
warded to all aviation units and a formal report is being prepared.

b. Paragraph 2e(2), page 16, addresses the problem of leaf  
leaf spring failure on O-1 aircraft. Nonconcur with the recommendation  
to increase tire pressure to 40/45 psi. The recommended tire pressure  
35 psi as the inflation level for the O-1 is correct. Increasing  
tire pressure reduces the absorbing effect of the tire and increases  
vertical bounce when the tail wheel strikes the ground. This reduces the effec-  
tiveness of the leaf spring assembly to absorb shock, increasing  
the number of cracked spring leaves. The increased number of penetra-  
tion tests is in keeping with TM 55-110-202-10 which recommends increased  
inspections of the tail wheel assembly on aircraft operating in a temperate  
climate. TM 55-1510-202-10 cautions all operators against utilizing  
P/N MS 35-389-102 tires on O-1 aircraft.

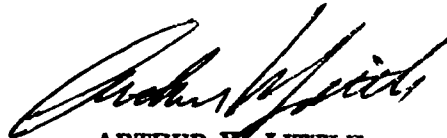
c. Paragraph 2f, page 18-19, discusses enlisted grade structure for  
U-1A organizational maintenance personnel. Nonconcur with the proposed  
upgrading. The recommendation to upgrade maintenance personnel to  
positions (IOS 67C20) to non-commissioned officer grade is  
not in compliance with the standards of grade authorization set forth  
in AR 611-201, change 5, U-1A aircraft. The Utility Airplane Com-  
pany is authorized one E-4, E-5, E-6, E-7, E-8, E-9, E-10, E-11, E-12, E-13, E-14, E-15, E-16, E-17, E-18, E-19, E-20, E-21, E-22, E-23, E-24, E-25, E-26, E-27, E-28, E-29, E-30, E-31, E-32, E-33, E-34, E-35, E-36, E-37, E-38, E-39, E-40, E-41, E-42, E-43, E-44, E-45, E-46, E-47, E-48, E-49, E-50, E-51, E-52, E-53, E-54, E-55, E-56, E-57, E-58, E-59, E-60, E-61, E-62, E-63, E-64, E-65, E-66, E-67, E-68, E-69, E-70, E-71, E-72, E-73, E-74, E-75, E-76, E-77, E-78, E-79, E-80, E-81, E-82, E-83, E-84, E-85, E-86, E-87, E-88, E-89, E-90, E-91, E-92, E-93, E-94, E-95, E-96, E-97, E-98, E-99, E-100, E-101, E-102, E-103, E-104, E-105, E-106, E-107, E-108, E-109, E-110, E-111, E-112, E-113, E-114, E-115, E-116, E-117, E-118, E-119, E-120, E-121, E-122, E-123, E-124, E-125, E-126, E-127, E-128, E-129, E-130, E-131, E-132, E-133, E-134, E-135, E-136, E-137, E-138, E-139, E-140, E-141, E-142, E-143, E-144, E-145, E-146, E-147, E-148, E-149, E-150, E-151, E-152, E-153, E-154, E-155, E-156, E-157, E-158, E-159, E-160, E-161, E-162, E-163, E-164, E-165, E-166, E-167, E-168, E-169, E-170, E-171, E-172, E-173, E-174, E-175, E-176, E-177, E-178, E-179, E-180, E-181, E-182, E-183, E-184, E-185, E-186, E-187, E-188, E-189, E-190, E-191, E-192, E-193, E-194, E-195, E-196, E-197, E-198, E-199, E-200, E-201, E-202, E-203, E-204, E-205, E-206, E-207, E-208, E-209, E-210, E-211, E-212, E-213, E-214, E-215, E-216, E-217, E-218, E-219, E-220, E-221, E-222, E-223, E-224, E-225, E-226, E-227, E-228, E-229, E-230, E-231, E-232, E-233, E-234, E-235, E-236, E-237, E-238, E-239, E-240, E-241, E-242, E-243, E-244, E-245, E-246, E-247, E-248, E-249, E-250, E-251, E-252, E-253, E-254, E-255, E-256, E-257, E-258, E-259, E-260, E-261, E-262, E-263, E-264, E-265, E-266, E-267, E-268, E-269, E-270, E-271, E-272, E-273, E-274, E-275, E-276, E-277, E-278, E-279, E-280, E-281, E-282, E-283, E-284, E-285, E-286, E-287, E-288, E-289, E-290, E-291, E-292, E-293, E-294, E-295, E-296, E-297, E-298, E-299, E-300, E-301, E-302, E-303, E-304, E-305, E-306, E-307, E-308, E-309, E-310, E-311, E-312, E-313, E-314, E-315, E-316, E-317, E-318, E-319, E-320, E-321, E-322, E-323, E-324, E-325, E-326, E-327, E-328, E-329, E-330, E-331, E-332, E-333, E-334, E-335, E-336, E-337, E-338, E-339, E-340, E-341, E-342, E-343, E-344, E-345, E-346, E-347, E-348, E-349, E-350, E-351, E-352, E-353, E-354, E-355, E-356, E-357, E-358, E-359, E-360, E-361, E-362, E-363, E-364, E-365, E-366, E-367, E-368, E-369, E-370, E-371, E-372, E-373, E-374, E-375, E-376, E-377, E-378, E-379, E-380, E-381, E-382, E-383, E-384, E-385, E-386, E-387, E-388, E-389, E-390, E-391, E-392, E-393, E-394, E-395, E-396, E-397, E-398, E-399, E-400, E-401, E-402, E-403, E-404, E-405, E-406, E-407, E-408, E-409, E-410, E-411, E-412, E-413, E-414, E-415, E-416, E-417, E-418, E-419, E-420, E-421, E-422, E-423, E-424, E-425, E-426, E-427, E-428, E-429, E-430, E-431, E-432, E-433, E-434, E-435, E-436, E-437, E-438, E-439, E-440, E-441, E-442, E-443, E-444, E-445, E-446, E-447, E-448, E-449, E-450, E-451, E-452, E-453, E-454, E-455, E-456, E-457, E-458, E-459, E-460, E-461, E-462, E-463, E-464, E-465, E-466, E-467, E-468, E-469, E-470, E-471, E-472, E-473, E-474, E-475, E-476, E-477, E-478, E-479, E-480, E-481, E-482, E-483, E-484, E-485, E-486, E-487, E-488, E-489, E-490, E-491, E-492, E-493, E-494, E-495, E-496, E-497, E-498, E-499, E-500, E-501, E-502, E-503, E-504, E-505, E-506, E-507, E-508, E-509, E-510, E-511, E-512, E-513, E-514, E-515, E-516, E-517, E-518, E-519, E-520, E-521, E-522, E-523, E-524, E-525, E-526, E-527, E-528, E-529, E-530, E-531, E-532, E-533, E-534, E-535, E-536, E-537, E-538, E-539, E-540, E-541, E-542, E-543, E-544, E-545, E-546, E-547, E-548, E-549, E-550, E-551, E-552, E-553, E-554, E-555, E-556, E-557, E-558, E-559, E-560, E-561, E-562, E-563, E-564, E-565, E-566, E-567, E-568, E-569, E-570, E-571, E-572, E-573, E-574, E-575, E-576, E-577, E-578, E-579, E-580, E-581, E-582, E-583, E-584, E-585, E-586, E-587, E-588, E-589, E-590, E-591, E-592, E-593, E-594, E-595, E-596, E-597, E-598, E-599, E-600, E-601, E-602, E-603, E-604, E-605, E-606, E-607, E-608, E-609, E-610, E-611, E-612, E-613, E-614, E-615, E-616, E-617, E-618, E-619, E-620, E-621, E-622, E-623, E-624, E-625, E-626, E-627, E-628, E-629, E-630, E-631, E-632, E-633, E-634, E-635, E-636, E-637, E-638, E-639, E-640, E-641, E-642, E-643, E-644, E-645, E-646, E-647, E-648, E-649, E-650, E-651, E-652, E-653, E-654, E-655, E-656, E-657, E-658, E-659, E-660, E-661, E-662, E-663, E-664, E-665, E-666, E-667, E-668, E-669, E-670, E-671, E-672, E-673, E-674, E-675, E-676, E-677, E-678, E-679, E-680, E-681, E-682, E-683, E-684, E-685, E-686, E-687, E-688, E-689, E-690, E-691, E-692, E-693, E-694, E-695, E-696, E-697, E-698, E-699, E-700, E-701, E-702, E-703, E-704, E-705, E-706, E-707, E-708, E-709, E-710, E-711, E-712, E-713, E-714, E-715, E-716, E-717, E-718, E-719, E-720, E-721, E-722, E-723, E-724, E-725, E-726, E-727, E-728, E-729, E-730, E-731, E-732, E-733, E-734, E-735, E-736, E-737, E-738, E-739, E-740, E-741, E-742, E-743, E-744, E-745, E-746, E-747, E-748, E-749, E-750, E-751, E-752, E-753, E-754, E-755, E-756, E-757, E-758, E-759, E-760, E-761, E-762, E-763, E-764, E-765, E-766, E-767, E-768, E-769, E-770, E-771, E-772, E-773, E-774, E-775, E-776, E-777, E-778, E-779, E-780, E-781, E-782, E-783, E-784, E-785, E-786, E-787, E-788, E-789, E-790, E-791, E-792, E-793, E-794, E-795, E-796, E-797, E-798, E-799, E-800, E-801, E-802, E-803, E-804, E-805, E-806, E-807, E-808, E-809, E-810, E-811, E-812, E-813, E-814, E-815, E-816, E-817, E-818, E-819, E-820, E-821, E-822, E-823, E-824, E-825, E-826, E-827, E-828, E-829, E-830, E-831, E-832, E-833, E-834, E-835, E-836, E-837, E-838, E-839, E-840, E-841, E-842, E-843, E-844, E-845, E-846, E-847, E-848, E-849, E-850, E-851, E-852, E-853, E-854, E-855, E-856, E-857, E-858, E-859, E-860, E-861, E-862, E-863, E-864, E-865, E-866, E-867, E-868, E-869, E-870, E-871, E-872, E-873, E-874, E-875, E-876, E-877, E-878, E-879, E-880, E-881, E-882, E-883, E-884, E-885, E-886, E-887, E-888, E-889, E-890, E-891, E-892, E-893, E-894, E-895, E-896, E-897, E-898, E-899, E-900, E-901, E-902, E-903, E-904, E-905, E-906, E-907, E-908, E-909, E-910, E-911, E-912, E-913, E-914, E-915, E-916, E-917, E-918, E-919, E-920, E-921, E-922, E-923, E-924, E-925, E-926, E-927, E-928, E-929, E-930, E-931, E-932, E-933, E-934, E-935, E-936, E-937, E-938, E-939, E-940, E-941, E-942, E-943, E-944, E-945, E-946, E-947, E-948, E-949, E-950, E-951, E-952, E-953, E-954, E-955, E-956, E-957, E-958, E-959, E-960, E-961, E-962, E-963, E-964, E-965, E-966, E-967, E-968, E-969, E-970, E-971, E-972, E-973, E-974, E-975, E-976, E-977, E-978, E-979, E-980, E-981, E-982, E-983, E-984, E-985, E-986, E-987, E-988, E-989, E-990, E-991, E-992, E-993, E-994, E-995, E-996, E-997, E-998, E-999, E-1000, E-1001, E-1002, E-1003, E-1004, E-1005, E-1006, E-1007, E-1008, E-1009, E-1010, E-1011, E-1012, E-1013, E-1014, E-1015, E-1016, E-1017, E-1018, E-1019, E-1020, E-1021, E-1022, E-1023, E-1024, E-1025, E-1026, E-1027, E-1028, E-1029, E-1030, E-1031, E-1032, E-1033, E-1034, E-1035, E-1036, E-1037, E-1038, E-1039, E-1040, E-1041, E-1042, E-1043, E-1044, E-1045, E-1046, E-1047, E-1048, E-1049, E-1050, E-1051, E-1052, E-1053, E-1054, E-1055, E-1056, E-1057, E-1058, E-1059, E-1060, E-1061, E-1062, E-1063, E-1064, E-1065, E-1066, E-1067, E-1068, E-1069, E-1070, E-1071, E-1072, E-1073, E-1074, E-1075, E-1076, E-1077, E-1078, E-1079, E-1080, E-1081, E-1082, E-1083, E-1084, E-1085, E-1086, E-1087, E-1088, E-1089, E-1090, E-1091, E-1092, E-1093, E-1094, E-1095, E-1096, E-1097, E-1098, E-1099, E-1100, E-1101, E-1102, E-1103, E-1104, E-1105, E-1106, E-1107, E-1108, E-1109, E-1110, E-1111, E-1112, E-1113, E-1114, E-1115, E-1116, E-1117, E-1118, E-1119, E-1120, E-1121, E-1122, E-1123, E-1124, E-1125, E-1126, E-1127, E-1128, E-1129, E-1130, E-1131, E-1132, E-1133, E-1134, E-1135, E-1136, E-1137, E-1138, E-1139, E-1140, E-1141, E-1142, E-1143, E-1144, E-1145, E-1146, E-1147, E-1148, E-1149, E-1150, E-1151, E-1152, E-1153, E-1154, E-1155, E-1156, E-1157, E-1158, E-1159, E-1160, E-1161, E-1162, E-1163, E-1164, E-1165, E-1166, E-1167, E-1168, E-1169, E-1170, E-1171, E-1172, E-1173, E-1174, E-1175, E-1176, E-1177, E-1178, E-1179, E-1180, E-1181, E-1182, E-1183, E-1184, E-1185, E-1186, E-1187, E-1188, E-1189, E-1190, E-1191, E-1192, E-1193, E-1194, E-1195, E-1196, E-1197, E-1198, E-1199, E-1200, E-1201, E-1202, E-1203, E-1204, E-1205, E-1206, E-1207, E-1208, E-1209, E-1210, E-1211, E-1212, E-1213, E-1214, E-1215, E-1216, E-1217, E-1218, E-1219, E-1220, E-1221, E-1222, E-1223, E-1224, E-1225, E-1226, E-1227, E-1228, E-1229, E-1230, E-1231, E-1232, E-1233, E-1234, E-1235, E-1236, E-1237, E-1238, E-1239, E-1240, E-1241, E-1242, E-1243, E-1244, E-1245, E-1246, E-1247, E-1248, E-1249, E-1250, E-1251, E-1252, E-1253, E-1254, E-1255, E-1256, E-1257, E-1258, E-1259, E-1260, E-1261, E-1262, E-1263, E-1264, E-1265, E-1266, E-1267, E-1268, E-1269, E-1270, E-1271, E-1272, E-1273, E-1274, E-1275, E-1276, E-1277, E-1278, E-1279, E-1280, E-1281, E-1282, E-1283, E-1284, E-1285, E-1286, E-1287, E-1288, E-1289, E-1290, E-1291, E-1292, E-1293, E-1294, E-1295, E-1296, E-1297, E-1298, E-1299, E-1300, E-1301, E-1302, E-1303, E-1304, E-1305, E-1306, E-1307, E-1308, E-1309, E-1310, E-1311, E-1312, E-1313, E-1314, E-1315, E-1316, E-1317, E-1318, E-1319, E-1320, E-1321, E-1322, E-1323, E-1324, E-1325, E-1326, E-1327, E-1328, E-1329, E-1330, E-1331, E-1332, E-1333, E-1334, E-1335, E-1336, E-1337, E-1338, E-1339, E-1340, E-1341, E-1342, E-1343, E-1344, E-1345, E-1346, E-1347, E-1348, E-1349, E-1350, E-1351, E-1352, E-1353, E-1354, E-1355, E-1356, E-1357, E-1358, E-1359, E-1360, E-1361, E-1362, E-1363, E-1364, E-1365, E-1366, E-1367, E-1368, E-1369, E-1370, E-1371, E-1372, E-1373, E-1374, E-1375, E-1376, E-1377, E-1378, E-1379, E-1380, E-1381, E-1382, E-1383, E-1384, E-1385, E-1386, E-1387, E-1388, E-1389, E-1390, E-1391, E-1392, E-1393, E-1394, E-1395, E-1396, E-1397, E-1398, E-1399, E-1400, E-1401, E-1402, E-1403, E-1404, E-1405, E-1406, E-1407, E-1408, E-1409, E-1410, E-1411, E-1412, E-1413, E-1414, E-1415, E-1416, E-1417, E-1418, E-1419, E-1420, E-1421, E-1422, E-1423, E-1424, E-1425, E-1426, E-1427, E-1428, E-1429, E-1430, E-1431, E-1432, E-1433, E-1434, E-1435, E-1436, E-1437, E-1438, E-1439, E-1440, E-1441, E-1442, E-1443, E-1444, E-1445, E-1446, E-1447, E-1448, E-1449, E-1450, E-1451, E-1452, E-1453, E-1454, E-1455, E-1456, E-1457, E-1458, E-1459, E-1460, E-1461, E-1462, E-1463, E-1464, E-1465, E-1466, E-1467, E-1468, E-1469, E-1470, E-1471, E-1472, E-1473, E-1474, E-1475, E-1476, E-1477, E-1478, E-1479, E-1480, E-1481, E-1482, E-1483, E-1484, E-1485, E-1486, E-1487, E-1488, E-1489, E-1490, E-1491, E-1492, E-1493, E-1494, E-1495, E-1496, E-1497, E-1498, E-1499, E-1500, E-1501, E-1502, E-1503, E-1504, E-1505, E-1506, E-1507, E-1508, E-1509, E-1510, E-1511, E-1512, E-1513, E-1514, E-1515, E-1516, E-1517, E-1518, E-1519, E-1520, E-1521, E-1522, E-1523, E-1524, E-1525, E-1526, E-1527, E-1528, E-1529, E-1530, E-1531, E-1532, E-1533, E-1534, E-1535, E-1536, E-1537, E-1538, E-1539, E-1540, E-1541, E-1542, E-1543, E-1544, E-1545, E-1546, E-1547, E-1548, E-1549, E-1550, E-1551, E-1552, E-1553, E-1554, E-1555, E-1556, E-1557, E-1558, E-1559, E-1560, E-1561, E-1562, E-1563, E-1564, E-1565, E-1566, E-1567, E-1568, E-1569, E-1570, E-1571, E-1572, E-1573, E-1574, E-1575, E-1576, E-1577, E-1578, E-1579, E-1580, E-1581, E-1582, E-1583, E-1584, E-1585, E-1586, E-1587, E-1588, E-1589, E-1590, E-1591, E-1592, E-1593, E-1594, E-1595, E-1596, E-1597, E-1598, E-1599, E-1600, E-1601, E-1602, E-1603, E-1604, E-1605, E-1606, E-1607, E-1608, E-1609, E-1610, E-1611, E-1612, E-1613, E-1614, E-1615, E-1616, E-1617, E-1618, E-1619, E-1620, E-1621, E-1622, E-1623, E-1624, E-1625, E-1626, E-1627, E-1628, E-1629, E-1630, E-1631, E-1632, E-1633, E-1634, E-1635, E-1636, E-1637, E-1638, E-1639, E-1640, E-1641, E-1642, E-1643, E-1644, E-1645, E-1646, E-1647, E-1648, E-1649, E-1650, E-1651, E-1652, E-1653, E-1654, E-1655, E-1656, E-1657, E-1658, E-1659, E-1660, E-1661, E-1662, E-1663, E-1664, E-1665, E-1666, E-1667, E-1668, E-1669, E-1670, E-1671, E-1672, E-1673, E-1674, E-1675, E-1676, E-1677, E-1678, E-1679, E-1680, E-1681, E-1682, E-1683, E-1684, E-1685, E-1686, E-1687, E-1688, E-1689, E-1690, E-1691, E-1692, E-1693, E-1694, E-1695, E-1696, E-1697, E-1698, E-1699, E-1700, E-1701, E-1702, E-1703, E-1704, E-1705, E-1706, E-1707, E-1708, E-1709, E-1710, E-1711, E-1712, E-1713, E-1714, E-1715, E-1716, E-1717, E-1718, E-1719, E-1720, E-1721, E-1722, E-1723, E-1724, E-1725, E-1726, E-1727, E-1728, E-1729, E-1730, E-1731, E-1732, E-1733, E-1734, E-1735, E-1736, E-1737, E-1738, E-1739, E-1740, E-1741, E-1742, E-1743, E-1744, E-1745, E-1746, E-1747, E-1748, E-1749, E-1750, E-1751, E-1752, E-1753, E-1754, E-1755, E-1756, E-1757, E-1758, E-1759, E-1760, E-1761, E-1762, E-1763, E-1764, E-1765, E-1766, E-1767, E-1768, E-1769, E-1770, E-1771, E-1772, E-1773, E-1774, E-1775, E-1776, E-1777,

AVBAGC-O

SUBJECT: Operational Report of 223d Aviation Battalion (Combat for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

for each 20 men and one E-6 maintenance supervisor for every 6-19 maintenance personnel. However, it is the prerogative of the company commander to authorize the changing of specialist fifth class personnel to acting sergeant in accordance with AR 600-200 when an NCO position is vacant.

FOR THE COMMANDER:



ARTHUR W. LITTLE

CPT AGC ▼

Aest AG.

Cy of 3d Ind Furn:  
CO, 223d Avn Bn (Cbt)

AVHGC-DST (5 Aug 69) 4th Ind

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 9 OCT 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 223d Aviation Battalion (Combat).

2. Comments follow:

a. Reference item concerning "Use of Aerial Rescue Equipment", section II, page 13, paragraph 1b(1); concur. USARV Training Newsletter No. 3-69, Use of the Jungle Penetrator and Stokes Litter, was distributed down to the battalion level on 6 August 1969.

b. Reference item concerning "Fixed Wing Aviator Training", section II, page 14, paragraph 2c(1); concur. Recommend DA refer this item to the US Army Aviation School for consideration.

c. Reference item concerning "Deterioration of Synthetic Sandbags", section II, page 17, paragraph 2e(4); concur. A soil-cement mixture or a sand-cement mixture at a ratio of 1 part cement to 10 parts sand or soil is described in paragraph 4-1a, page 4-14, FM 5-15, Field Fortifications. Nonconcur with the recommendation that the structure be covered with chicken wire and cement. The strike of a projectile on the cemented surface will cause spalling which may present additional hazards to the bunker occupants. In addition, the cemented surface will conceal any void caused by deterioration of the sandbags or water intrusion.

FOR THE COMMANDER:



C. D. WILSON  
1LT, AGC  
Assistant Adjutant General

Cy furn:  
223d Avn Bn  
1st Avn Bde

GPOP-DT (5 Aug 69) 5th Ind

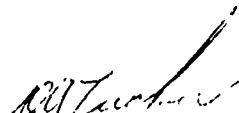
SUBJECT: Operational Report of HQ, 223d Aviation Battalion (Combat)  
for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 17 OCT 69

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
D. A. TUCKER  
CPT, AGC  
Asst AG

CONFIDENTIAL

OPERATIONAL RESULTS

UNIT	SORTIES FLOWN	PAX LIFTED	CARGO LIFTED (TONS)	STRUCTURES		SAMPAIS		AIRCRAFT DAMAGED	AIRCRAFT CONFIRMED LOST
				DAM	DEST	DAM	DEST		
HHC, 223d Avn Bn	301	164	N/A	0	0	0	0	0	0
18th Avn Co (UA)	2,603	9,390	232.1	0	0	0	0	0	0
183d Avn Co (UA)	4,976	39	N/A	2	1	0	0	2	0
185th Avn Co (UA)	3,293	136	N/A	0	0	0	0	6	0
203d Avn Co (UA)	3,599	135	N/A	37	107	2	5	0	0
219th Avn Co (UA)	5,507	N/A	N/A	0	0	0	0	6	4
225th Avn Co (SA)	1,263	181	N/A	0	0	0	0	2	1
TOTAL	21,542	10,045	232.1	39	108	2	5	16	5

Incl 3

CONFIDENTIAL

27

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10



# CONFIDENTIAL

## AIRCRAFT STATUS AS OF 31 JULY 1

U N I T	O-1		U-6A		U-1A		OV-1	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHC, 223d Avn Bn	0	0	2	2	0	0	0	0
18th Avn Co (UA)	0	0	0	0	16	13	0	0
183d Avn Co (UA)	24	22	1	1	0	0	0	0
185th Avn Co (UA)	24	21	1	1	0	0	0	0
203d Avn Co (UA)	24	23	1	0	0	0	0	0
219th Avn Co (UA)	32	26	1	1	0	0	0	0
225th Avn Co (SA)	0	0	1	1	0	0	10	10
T O T A L	104	92	7	6	16	13	10	10

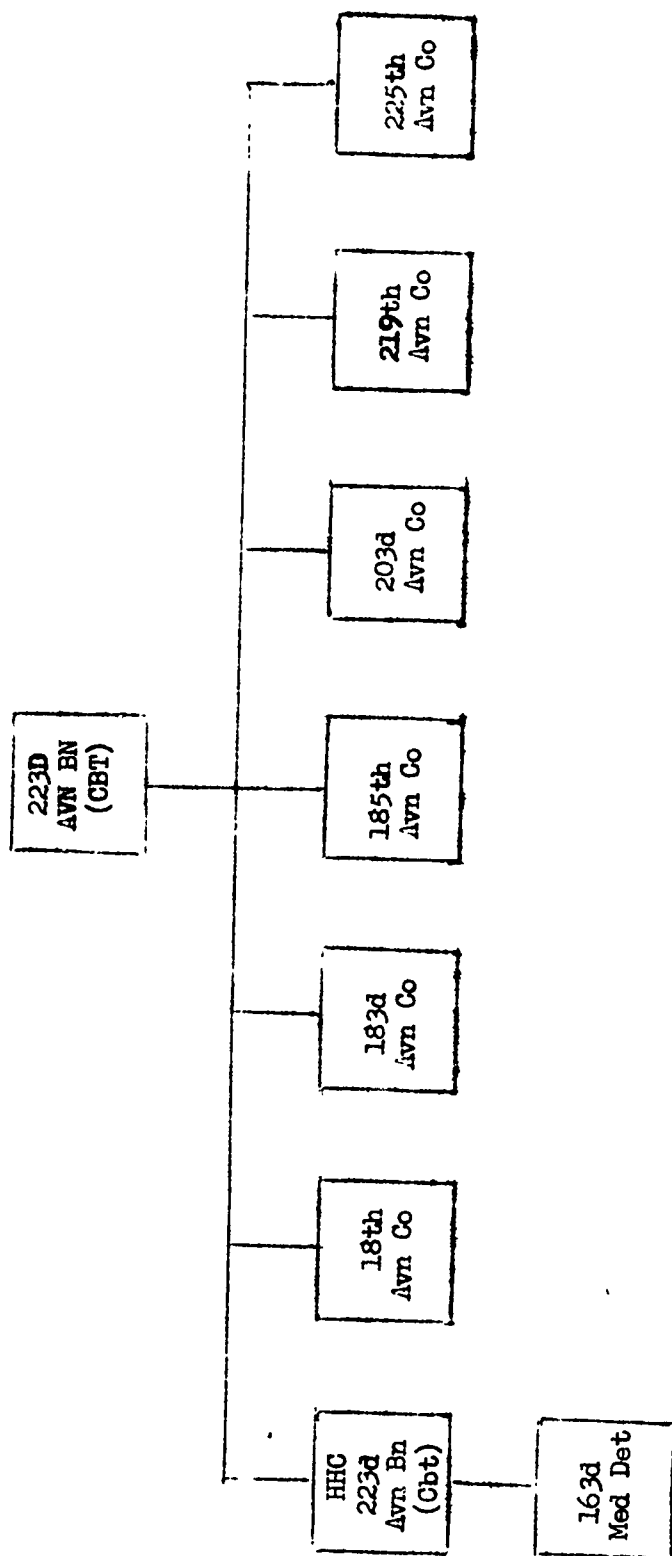
Incl #4

28

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DDO DTR 520010

# CONFIDENTIAL

# ORGANIZATIONAL CHART



UNIT	LOCATION	ARO
*HHC, 223d Aviation Battalion (Combat)	Qui Nhon	96238
18th Aviation Company (Util Airplane)	Qui Nhon	96238
183d Aviation Company (Util Airplane)	Dong Ba Thien	96377
185th Aviation Company (Util Airplane)	Ban Me Thout	96297
203d Aviation Company (Util Airplane)	Phu Hiep	96316
219th Aviation Company (Util Airplane)	Pleiku	96318
225th Aviation Company (Surv Airplane)	Phu Hiep	96316
*163d Medical Detachment	Qui Nhon	96238

UNCLASSIFIED

Security Classification

## DOCUMENT CONTROL DATA &amp; D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

1. ORIGINATING ACTIVITY (Corporate author)		REPORT SECURITY CLASSIFICATION	
HQ, OACSFOR, DA, Washington, D.C. 20310		CONFIDENTIAL	
3. REPORT TITLE		2b. GROUP	
Operational Report - Lessons Learned, HQ, 223d Aviation Battalion		4	
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)			
Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.			
5. AUTHOR(S) (First name, middle initial, last name)			
CO, 223d Aviation Battalion			
6. REPORT DATE		7a. TOTAL NO. OF PAGES	7b. NO. OF REFS
5 August 1969		32	
8a. CONTRACT OR GRANT NO.		8a. ORIGINATOR'S REPORT NUMBER(S)	
b. PROJECT NO.		693167	
c. N/A		8b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
d.			
10. DISTRIBUTION STATEMENT			
11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY	
N/A		OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT			
30			

DD FORM 1473  
1 NOV 65

UNCLASSIFIED

Security Classification